

Issue—433
June 2018

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What to do With a Spare Yacht



This impressive photo from Yachting World shows a stock standard 40 foot Jeanneau being used as a demonstration boat to show some of the most fearful disaster scenarios any cruising or racing yachts person could be exposed to. After grounding, capsizing, dismasting jury rig, sinking, major leaks, fire, explosion—a team filmed & photographed every sequence. The team used these scenarios and the boat is now located at the Boat Building Training College in Suffolk for training purposes. While this has been around for a while the book is still available at Boat Books and is a worthwhile, if somewhat daunting, read.

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Meetings

1st Monday of the month during 2018 (Second Monday in November)

Venue: Bells Hotel, Corner Moray and Coventry Streets, South Melbourne at 8.00 PM.

Ebb Tidings: Contributions, articles and letters can be emailed to:

ianbreichelt83@gmail.com

Format: Microsoft Word document and photos as jpg

Deadline: 12th of the month

Next Meeting— Monday 4 June 2018 8pm, Bells Hotel,

Corner Moray Street and Coventry Street, South Melbourne

**Topic this month : Sue and Bryan Drummond—changing from a big sloop to a
huge catamaran and enjoying the differences**



Hearts have recently been on my mind. Not chocolate ones but the little machines inside us that keep the life-saving blood pumping through our bodies.

Over the past 3 months two friends had heart attacks and a family

member experienced a cardiac incident.

The similarities in these 3 people (2 women in their 60s and 1 male in his 40s) have raised my awareness:

- None of them thought they were having heart attacks.
- All thought the chest pain was due to indigestion and/or stress
- All were reluctant to ring the ambulance.
- The women both fainted, while the young man collapsed for several (!) hours.
- All started or extended into the early morning.
- All had a family history of high blood pressure or heart attacks

It is certainly a human trait to dismiss ailments as less serious and not worthy of emergency services. This stoicism is not admirable, it is simply a frustrating behaviour for loved ones.

The Heart Foundation has some wonderful material which everyone should review. Some of the more useful items I found include the warning signs of heart attack:

- Discomfort or pain the centre of your chest. This can feel like an elephant or big truck sitting on your chest, or bad indigestion.
- Discomfort in upper body – arms, shoulders, neck, jaw and back. Also perhaps a choking feeling in the throat.
- Other symptoms may include shortness of breath, nausea, cold sweat, dizziness or light headedness.

Not everyone experiences the same symptoms. Sometimes there may just be a feeling that something isn't right.

Refer to the Heart Foundation www.heartfoundation.org.au for their guides and information.

There is a common belief that stress is a major contributing factor to heart attacks. Managing stress is one of our biggest challenges these days, as people,

systems and processes seem designed to cause frustration. We have all seen someone get red-faced through anger and you can see the blood pumping furiously through their veins.

What do you then do to manage stress? Some ideas include:

- Identify the sources of stress in your life
- Spot the physical signs of stress
- Take action
- Get regular exercise
- Have healthy habits – get enough sleep, eat healthily, enjoy satisfying relationships
- Get emotional support from a trusted person
- Say 'no' to unhealthy stress relievers – drugs, alcohol or tobacco

And lastly – Do things you enjoy. Sailing for most of us is one of those things.

While there are always frustrations in our sailing, I think it is fair to say that most people do it because they enjoy it. It is certainly true that when you are actively engaged in sailing you cannot think about something else. It engages the senses and particularly the mind. You are generally physically active as there is nothing quite as exerting as hoisting up a mainsail. And just being on a moving boat exercises the muscles as you often fight to retain your balance. There is nothing quite like solving a particular problem on your yacht to give that positive sense of satisfaction. And just enjoying the experiences during sailing are their own pleasures. While the weather can sometimes be challenging I think that everyone would agree the percentages are far more in the positives for good weather conditions.

We have had many positive examples in the CYAV of people's sailing experiences providing joy to them, and by association to those of us who have been fortunate enough to engage with them, whether by reading about them or watching a presentation. At the June meeting we will hear from Bryan & Sue Drummond about the fun they are having on their new catamaran.

So take care of your hearts by being sensible in your activities, know what the warning signs are, and respond to those signs appropriately. And use the resources of the CYAV to help you enjoy your sailing, and thereby manage your stress.

Maralyn



G'Day Members

Many thanks to Florian for his May CYAV presentation on buying a boat in USA, doing a full work over with new electronics and then sailing back to Australia over two years.

After visiting the Island Packet boat works Florian was convinced it was the best quality boat he had seen and researched, particularly with a ten year warranty on work completed. This was a great talk and he covered many of the places he and his second crew member stopped at. Thanks again for an entertaining talk.

June speakers are Sue and Bryan Drummond who will take us through big cruising changes when selling their big mono hull and up grading to a large multi hull and some of the places they have been visiting over the last year or so. We can't wait to hear how different their cruising is now. Don't miss this talk.

Winter cruise this June is a visit to Portarlington overnight and then down to Queenscliff on the Queen's Birthday weekend 9th to 11th June. Looking forward to a feed of local mussels at Portarlington Hotel and the barbeque down at QCYC. Trust the weather will be kind to us and so far 6 boats have confirmed they are coming. Look forward to seeing you that weekend - send me a text or phone me for more info - Ian Reichelt Mobile 0455 286 399.

This last month I realised my radio operators certificate was missing and after contacting Canberra discovered also our boat radio call sign had been deleted from the system. Some dilemma, I made a decision to update my knowledge to the current century and enrolled to update my full MF/HF and VHF licence.

This takes two evenings of study with a competent operator instructor and many trial questions and answers online. To my shock after two online exams trial tests, I still could not achieve better than 65 % over 148 questions. So back to some consistent study and 5 tests later I achieved 88%. Still concerned I completed another 5 trial tests and got to 92% hopefully that would be a pass.

Next day off to the instructor to do the real test and then found out it was a paper exam and only 50 questions. Also you need a current photo as well. If you have not completed this exam recently then it is worth noting that a lot of procedures have changed and it could be good to even do the online examples to bring yourself up to date. We have now reapplied to get back our original radio call sign.

May and June are not easy months to attempt maintenance particularly outside on a hard stand. If it is not raining it certainly is quite cold and this can play havoc with fibreglass filler and painting while we attempt to bring an older 30 foot Yachting World Diamond boat up to scratch after almost 10 years of sitting inside a warehouse. It turned into a bigger task than we imagined but this week it has finally been transformed from a grubby old duck into a charming swan I and hope to see it sailing in three to four weeks.

Hope you are progressing well with your own tasks and look forward to seeing you at the June meeting.

Regards Ian R and Editorial Team

Risk Management Workshop

We are proposing to hold a Risk Management Workshop at Bells hotel on one Saturday during August 2018.

Items to be covered include:

- Survey information
- Rig inspection
- Safety devices
- Equipment compliance
- Standard boat operation manual
- Insurance
- Templates

Attendees will receive a booklet with sufficient information to complete their own boat operation manual. Cost is being negotiated as lunch will be included.

Please register your interest with Ian Reichelt or Alan Coxson.

Video Library

With the increase in availability of yachting material on YouTube and other internet media, the Committee has agreed that the CYAV video library will be discontinued. All items in the collection will be available for members to purchase for a gold coin donation at monthly meetings. Thank you to the various video librarians over the years who have been custodians of this collection. Listing below fyi.

Title	Source
First Lady	Kay Cottee
Tall Ships	Australian Broadcasting Corporation
Left for Dead	Australian Broadcasting Corporation
How to Cross Coastal Bars Safely	Australian boating College Pty Ltd
Life Rafts	German Maritime Safety Administration
Storm Tactics	Lin & Larry Pardey
Voyaging	Lin & Larry Pardey
Care and Feeding of the Sailing Crew	Lin & Larry Pardey
Getting Ready to Cross Oceans	Lin & Larry Pardey
Cruising Coral Seas	Lin & Larry Pardey
Care & Feeding of the Sailing Crew	Lin & Larry Pardey
Learning to Sail for Adults	Academy of Maritime Training
The Complete Day Skipper	Tom Cunliffe
RYA Coastal Skipper	Tom Cunliffe
Boating Basics	Rick Huckstepp
Square Riggers of the 1930s	Alan Villiers et al
Coastal Navigation	Argus Video
Anchor Right (1)	Sarca Demo DVD
Anchor Right (2)	Sarca Demo DVD
Sailing in Heavy Weather (1)	Neil Pryde Sails
Sailing in Heavy Weather (2)	Neil Pryde Sails
Lord Howe Island	Unknown
Steinlager Challenge	Communicado
Small Craft Navigation Made Easy	Australian Boating College
Voyages of Banyandah	Donated (Roz Hopkins)
Two's a Crew (Banyandah)	Donated (Terry Hill)
Radar Operation	Academy of Maritime Training
Marine Radio	Academy of Maritime Training
Coastal Navigation's (Chart 252)	Academy of Maritime Training
First Light 2009	Unknown
Pilot Guides (CD 1)	Unknown
Pilot Guides (CD 2)	Unknown

Video Library (continued)

Title	Source
Boat Foolery	Unknown
Ferro-Cement Boat Construction	Unknown
Yanmar Marine Diesel Manual	Yanmar
Yanmar Marine Diesel Manual	Yanmar
Safer Recreational Boating	Australian Maritime Safety Authority
Two Tales of Tassie	Peter & Herb
Classic Yachts	Marine Marketing
Under the Bay	Ultramarine
Marine Diesel Engine Maintenance	Unknown
Annapolis Book of Seamanship	John Rousmniere
Boat Maintenance	Magic Lantern Productions
Step-By-Step Guide: Basics of Sailing	Penny Whiting
Trading Out of Hobart	Maritime Museum of Tasmania Inc.

What's Happening at CYAV?

Meeting venue Bells Hotel, South Melbourne—
monthly meetings on first Monday of each month.

Dates for 2018 Calendar:

Monday 4th June
Speaker: Sue & Bryan Drummond
Topic: Changing from a monohull to a big cat

Wednesday 6 June
RYCV—VHF Radio Course (contact RYCV)

Saturday 9—Monday 11 June
Cruise to Queenscliff and Port Arlington
Thursday 28 June—Sunday 1 July
Melbourne Boat Show

Monday 2nd July
Speaker: Cool Factor Refrigeration

Monday 6th August
AGM
Speaker: RACV Marine Insurance

August TBC—Risk Management Workshop

Monday 3rd September
Speaker: Dick & Laurel Warhurst (TBC)
Topic: Circumnavigation Australia

Monday 1st October
Speaker: Hugh Pilsworth (TBC)
Topic: World Circumnavigation

Cup Weekend Cruise to Mount Martha—details
TBC

Monday 12th November (after Cup Day)
Monday 3rd December

Sistership—Women on the Water



First launched thirty years ago, SisterShip Magazine has been taken out of drydock, refitted, and is now ready to set sail!

Our team have been busy in the 'shipyard' for over twelve months, but now it's time to share our work and ideas with you. Just like going to sea, it's all about taking the plunge and casting off, if you wait until everything is perfect you'll never leave the marina! We are about to untie the lines...

We are an international magazine; written by women for women on the water.

We are THE first boating magazine for women, our ethos is:

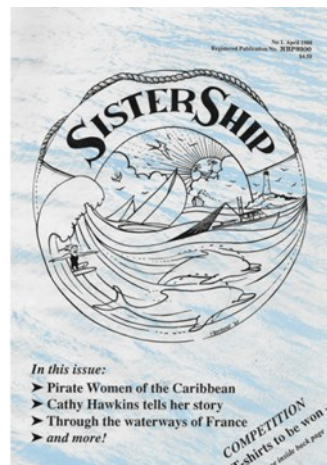
- Belong: Share passions with like-minded people;
- Encourage: Support women, assist, advise, share, trust;
- Inspire: Creating ideas, thoughts, hopes, dreams;

- Inform: Promote safety, topical, newsy, fresh, detail; and
- Entertain: Be exciting, new, fun, rich, safe, honest, reliable.

We'd love you to join us on our journey.

Shelley and Jackie

[Wwww.sistershipmagazine.com](http://www.sistershipmagazine.com)



1988



2018

Cruising to RBYC 6 May



Three yachts took advantage of the glorious autumn weather on Sunday 6th May to sail to RBYC and tie up along their visitor jetty. Rather than cart all the food ashore everyone elected to cook their meat and join together in Meltemi's cockpit for drinks and merry conversation.



Shanti Update

Half Way Round

Trinidad, 24/5/2018

For the first few days after leaving Jacare, Brazil, I was unwell. Not just the usual mal-de-mer, but something more, a localized pain around the navel. I dug out my ancient copy of the “Ship Captain’s Medical Guide”, which offered several possible diagnoses, from hernia to appendicitis, with the recommendation to radio for medical advice (?) and head to the nearest hospital (??). Luckily it passed of its own accord, but it brought home to me the additional risks of this lifestyle that I generally ignore.

Despite her ailing skipper, Shanti sped off jauntily, taking full advantage of the Equatorial Current, which flows NW at up to 4 knots, setting unheard of records of 165 nM a day.

Then, on day 4, came the doldrums, this time for real. Getting through the doldrums with only 75 litres of diesel is a challenge, constantly working at changing sails to keep the boat moving, taking advantage of every subtle offering. I only turn the key when sailing is absolutely impossible and sometimes not even then.

Day 5; 7th May, crossed the equator!) 00 deg.00’ It was as hot as you’d expect, so I didn’t bake a roast dinner, but did have cold libations, liquid offerings to Neptune, music and song. I cut the engine to actually sail, rather than motor across that invisible line. I think I’m supposed to pierce an ear or get my head flushed, but luckily there’s no -one else on board to inflict such barbaric traditions upon me.

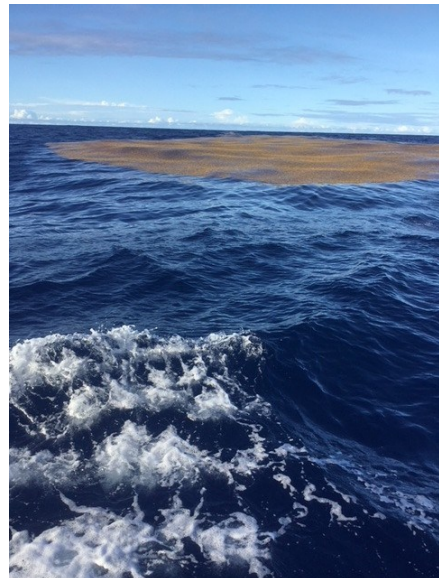


On day 9, I tried flying the spinnaker again, but with no success. There was just not quite enough wind. Whilst wrangling it, the pole swung wildly and banged me hard

on the head. It took my breath away for a moment (to give thanks that I was not knocked out, or overboard). The very next minute, it tried again. Despite Arnica, I quickly sprouted two large duck eggs, about an inch apart - all this before breakfast!

Day 10 was a perfect day, with wind gusting up to 30 knots in the rain squalls.

There are vast patches of yellowish Sargassum weed everywhere, which are fascinatingly beautiful. I wonder where they all come from, perhaps the Amazon. Some are the size of a football field and stretch for miles, in disparate clumps, joined by a narrow chain, like a giant string of pearls. They almost have the appearance of dry land, or an erupting, newly born, sandy quay. The colour is totally uniform, as is the structure, like upturned gorse bushes. When the rising sun catches these, they glint like spun gold.



At first, they were a worry, lest they foul the prop or get sucked into the water intake when parting a semi-solid path, motoring through them.

On day 11 one of the especially fierce rain squalls hit and had Shanti screaming along at a great rate of knots as the rain pelted the sea into a rolling roundness. The second after the rain stopped, she gybed. I went up to sort it out, but was unable to. No matter what I did, gybing kept on happening. It was as if either “Tilly” (tillerpilot) had gone nuts or we were in the eye of the squall, with circular winds veering and backing constantly.

After about 10 minutes of the main crashing left and right – (“Make up your mind!” I railed) - we were away again. Thankfully we had no more of that nonsense overnight. It was another opportunity for practising acceptance of what is.

Shanti (continued)

Day 13: there could have been lots to complain about last night, were one so inclined.

At 1530 we rounded the imaginary “turning mark” and began heading inshore, toward the Suriname River. It was not my original intention to go there, but others had sung its praises and I had a bit of time to spare. It seemed an attractive prospect to break the 2000 mile passage after 1500.

I had been buddy boating with another single-hander on a Jeanneau 44 (“Hierbabuena” – I’ll leave those of you who know some Spanish to work out the name) since Jacare.

We had been keeping a good distance between the two boats, but at 0330 my AIS alarm (which was set for 0.5nM went off). I called Paul on the VHF radio and found out the furling line for his genoa had broken and he was way over-cavassed for the conditions.

We discussed this for a while and concluded it was necessary to drop the sail. This was not going to be easy. It was a pitch black, moonless night. The shoal water waves were steep, sharp and confused. To top it off, it started to bucket down with rain. Then on top of that, his engine failed. On top of that, a pin was missing from his boom, so he had to go below and hunt for another before being able to raise the mainsail.

An hour later he called back on the radio to say he was utterly exhausted. I told him to sleep for 2 hours while I kept a look out for fishing boats. When he awoke, we discussed the engine failure. The symptoms he described (going slow, then fast), sound like what is known as “hunting” for fuel, requiring changing the fuel filters and bleeding the lines. He is relatively new to boating, but was able to do this, which was just as well. Even though sailing in company gives the illusion of safety, really, there is little practical, hands-on help possible, with wind and waves preventing close contact. Still, he appreciated my input via radio and I was glad to be on the giving, instead of receiving side for a change.

Meanwhile, Shanti had made up her mind that Suriname was not for her.

The strong equatorial current dictated that NW was the only way for a little boat with little power to go, so we bade “Hierbabuena” farewell and headed back out to sea, alone again. It was only another 510 nM further on to Tobago, which, with the favourable current, should only take about 4 days.

Things never go quite the way you think, so best not to think.

The favourable current took a break and it soon became apparent that Tobago before dark on the fourth day was not likely. The sun setting behind the dark hills splayed golden shafts of light through the clouds. A sight to behold and time might have stood still; only it didn’t. Darkness closed in.

Then, with only 8 nM between me and a good night’s sleep (yes, I was projecting my mind to that future comfort) an ear-piercing alarm brought me instantly back to the present.

I had no idea what it was, other than a painfully deafening noise that could have been coming from within or without. My mind raced for a few moments, touching briefly on all kinds of external madness, from warships to air-raid. Entering the cabin, the sound was amplified to a supersonic pitch, as if magnified by bouncing off the confining space. It was a demonic shriek, an undeniable call to panic. In panic mode, I turned things off, first the VHF radio (no difference), then Tilly (likewise).

In hindsight, it’s amazing how slow my mind was to recognise the source of this as coming from the engine. There are processes to go through before shutting down the engine and I could scarcely remember them, but within another minute, the ignition key was turned off and the dreadful noise ceased. The pounding of my heart took a bit longer.

Then came the need to calm down and consider the situation. No engine. A pitch black night, a lee shore close by, wind holding strong (which was reassuring), a very strung out and overtired skipper.

What to do? Radio the coast guard for a tow? I tried that, repeatedly, but got no response (I found out radio calls are seldom answered here).

One possibility was to keep on sailing north to Grenada. Another was to head south west to Trinidad. Either way, it was going to be another sleepless night.

I opted for Trinidad. If anything serious had happened to the engine I could be stranded for a long while getting it fixed and I already had a booking to haul out at the end of June in Trinidad. It would mean arriving a few weeks earlier than planned but at least I would be there.

The wind held steady through the night but at dawn it dropped to less than 5 knots. Looking at the charts of the approaches to Chaguaramus, it seemed as if it might be possible to sail in. (Later, I wondered how on earth I could ever have imagined that).

It became obvious that I needed to get that engine running again. It was raining, there was very little wind,

Shanti (continued)

though with the usual roll, just enough to slide tools, engine covers, me, from side to side while changing the sea-water pump impeller. The last time this was changed was by Alex and Ron at SYC on the day of my grand departure, and I hadn't really watched how they did it. I remember they didn't have the correct size gaskets, so re-used the old ones. For some strange reason the new ones are just a little too big, so my replacement leaked. No matter, I was greatly relieved when there was no panic alarm after I restarted the engine.

Six hours later, I was doing 1.5 knots through the narrow channel ("Boca De Monos"), with tide against me and the odd 25 knot "bullets" right on the nose. There was no way I could have sailed through there!



It is said that if you can keep your primary focus in the present moment, all else that is needed will be added to you. I have been witnessing this along the way.

Ian example was when in Cabedelo, I took the train into Jaoa Passoa to clear out of Brazil. After running a few other errands I returned to the station, only to find I had just missed the 1605 train. At peak hour, one might expect a train every 10 minutes or so, but no, the next train was not until 1730. Most people, it seems, use the buses, even though the train ticket is only about 10 cents.

I could have left and gone to find a bus, but decided to sit and wait, or rather, to sit and "be", keeping an alert attention on the present. Before long I noticed the iridescent green-ness of the untrimmed railway siding and the way in which the gentle breeze was swaying the slender fronds in a delicate dip and rise, almost as if engaging in an unspoken communication. It was delightfully mesmerizing and the time passed unnoticed.

On the train, a mother with two young sons sat opposite me. One of the boys of around 10 years old, gave me the most charming smile and later lifted himself up by both arms from the overhead rail, as if to do chin-ups. His brother joined in, though without knowing why. At my station, we waved goodbye. It was a lovely interaction.

Four days ago, arriving here at Chaguaramus, with the usual uncertainty as to where to go, a dark skinned man on a large catamaran ("El Gecco") suddenly appeared, leapt into his dinghy and helped me tie to a mooring. Later he came and took me to meet his American wife, Darlene, where I learnt that he is a South African solo sailor, (Neal Petersen) who has raced twice round the globe. <https://www.youtube.com/user/nealpetersen>.

He is also a highly prized keynote speaker at international events, inspiring massive audiences with his beleaguered history. Their catamaran was badly damaged in hurricane Irma, (https://en.wikipedia.org/wiki/Hurricane_Irma) but was re built, in Neal's words, "courtesy of IBM". This couple instantly took me under their wing, sharing stories, information and warm hospitality.

So even though I am here in Trinidad a few weeks earlier than intended, I don't think I will suffer by it. There are plenty of things to be done on Shanti, such as replacing the mast head lights, removing and repairing the Fleming wind vane, etc. etc.

At the end of June, Shanti will be hauled out on the hardstand in one of the several boatyards here. Others I have met along the way (the two Germans, Wolfgang and Klaus) will arrive here in a few days, so there will be more company, more happy hours to share.

Being in the northern hemisphere is an opportunity to visit long absent family and friends. Also to attend summer school and hopefully get a bit more French under my hat to be able to communicate with my bi-lingual grandchildren in Melbourne.

So this slightly longer than usual blog post will be the last heard from Shanti for a few months. Wishing you all good things.

Shanti over and out.

Special Deals for CYAV Members

ROPE



We cater to all types of marine yachting needs. This include versatile ropes that could be used for anchor lines, mooring lines, tow lines, running rigging repairs and replace-

ments. We also have the expertise to customize braided mooring lines or halyards or simply any braided rope requirement..

Austral Rope are offering CYAV members all rope at wholesale price. Just bring a copy of Ebb Tidings or tell them you're a member of the CYAV.

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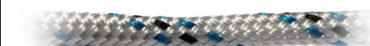
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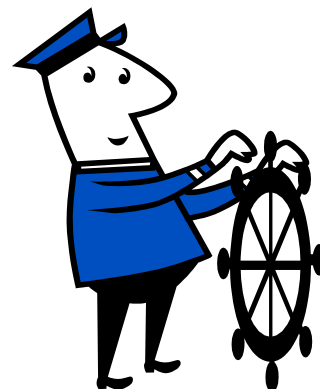
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